IT SAYS HIS MINERS UNION IS A LAWBREAKER.

The Company Ready to Recognize a Union of Anthracite Miners Exclusively-Denands for Higher Wages and Shorter Hours Answered Miners Prosperous -Miners' Children Not Forced Into Breakers-How the Union Tried to Wreek the Mines -It is Excluded From Any Recognition in the Commission's Proceedings, the Statement Avers.

WASHINGTON, Nov. 11. The authracite strike commission made public this morning the answer of the Philadelphia and Reading Coal and Iron Company to the claims of

"First-That it owns thirty-seven collieries situate in the counties of Schuylkill, North-umberland and Columbia, and that it did operate previous to the strike inaugurated by the United Mine Workers of America thirty-three collieries and four washeries, and that at that time it had 26,829 employees

in and about the mines.

"Second—The first demand for '20 per cent, increase upon the price paid during the year 1901 to employees performing contract or piece work' is arbitrary, un-

reasonable and unjust.

This company denies that there is any such similarity between the mining of bituminous and of authracite coal as to make wages paid in one a standard for the other. It avers that the bituminous coal fields ex-tend over many States of the Union; that they differ widely in the physical and local trade conditions which largely control wages; that the work of mining anthracite coal is not substantially similar work to the mining of bitumineus coal; and, making all necessary allowances for differences in conditions it denies that the rate of wages conditions, it denies that the rate of wages in the mines operated by this company is lower than that paid in the bituminous coal fields, whose coal output competes actively with the products of this com-

pany's mines.
Third—This company denies that the present rate of wages is lower than is paid in other occupations in the same locality and controlled by like conditions. "This compacy is not informed as to the This company is not informed as to the average annual earnings in the bituminous coal fields, but it avers that nearly all of its former employees who, during the past five months, worked in the bituminous mines, have returned to the anthracite mines, preferring to work in the anthracite mines, preferring to work in the anthracite mines, and it further avers that the annual earnings of the anthracite mine workers is largely reduced by their refusal to work as many days as it is customary to work in other occupations, and that by reason thereof this company is subjected to great thereof this company is subjected to great loss, and the cost of producing coal is largely increased and the annual earnings of its employees diminished.

AVERAGE EARNINGS.

*Fourth-This company deries that the average annual earnings of the men working full time in the anthracite coal fields are less than the average annual earnings for occupations requiring equal skill and training.

BATE OF WAGES *Fifth-This company denies that 'the rate of wages in the anthracite coal fields is insufficient to compensate the mine workers in view of the dangerous character of the occupation in relation to accidents, liability to serious and permanent disease, the high death rate and the short trade life in-cident to this employment.'

MINERS PROSPEROUS. Sixth—This company avers that while the sixth specification is too general and vague for specific answer thereto, it is true that the anthracite coal regions (almost entirely dependent on the anthracite industry) are among the most most entirely dependent on the anthracite mining industry) are among the most prosperous in the United States; that employes of temperate and economic habits have saved money and invested their savings in houses, building associations and other property, and that deposits in savings. State and national banks aggregating millions of dollars have been made by such employees; that the standard of living is equal to that of the average Ameri-can workman; that the towns and cities are

better than any mining towns in the bitumi-nous coal fields of the United States.

"This company denies that the alleged in-creased cost of living has made it impossi-ble to maintain a fair standard of life upon the basis of present wages or from securing any benefit from increased prosperity, and that the condition of the working is research. that the condition of the workmen is poorer on account of it

AS TO MINERS' CHILDREN. "This company further denies that 'the children of the anthracite mine workers are prematurely forced into the breakers and mills instead of being supported and educated upon the earnings of their parents because of low wages of such parents, or that such wages are below the fair and just earnings of mine workers in this industry.' It avers that the State of Pennsylvania makes large annual appropria-

distry. It avers that the state of Fennsylvania makes large annual appropriations to schools, and that the school districts levy local taxes for school purposes; that text books are supplied from public funds, and that the laws provide for compulsory attendance at public schools. In the county of Schuylkill this company paid

\$80,000 for school taxes in the year 1901.

The local school boards are elected by the qualified voters of the townships, boroughs and cities. The means of education provided by the State, through its system of free schools and compulsory attendance, are not fully utilized, because of the fellows of the state. of the failure of the local school hoards to enforce compulsory attendance, but the wages paid are ample to insure a good common-school education for all children in the coal regions desiring to attend school.

"No boys are employed in and about the

in the coal regions desiring to attend school.

"No boys are employed in and about the mines and breakers in violation of the statutes fixing the ages of employment.

"In addition to provisions for education, ample hospitals for the care of sick and injured are maintained in the anthracite

coal regions.

"This company avers that there is not anywhere else in the world a mining region where the workmen have so many comforts, facilities for education, general advantages and such profitable employment BEDUCTION IN HOURS.

"Seventh—This company denies that the second demand, 'for a reduction of twenty per cent. in hours of labor without any reduction of earning for all employees by the hour, day, or week,' is either just or equitable, and avers that the reasons assigned in support of the treasons assigned. signed in support of the demand are impracticable, in so far as they relate to the mining of anthracite coal. The certified miners, under present conditions, seldom work eight hours a day. The greater cost in the production and preparation of anthracite coal for market is not the coving. bracite coal for market is not the cutting

In tuil breaker time.
In general, we deny that, in so far as they relate to anthracite mining, the ten-hour day is detrimental to the hearth, life, safety and well-being of the mine workers; that shorter hours improve the physical, mental and moral conditions of the workers; that 'shorter hours increase the in-

tensity and efficiency of labor.

It admits that the tendency of national and State governments and of labor organizations is toward shorter hours, but denies that a working day of less than ten hours will be of real advantage to the work-men engaged in and about the anthracite mines and collieries. In some excep-tionally exhausting work a day of ten hours is too long, but there is no exhaust-ing labor which justifies a reduction of hours of work in the anthracite coal opera-tions.

EFFECT OF HIGHER WAGES.

"Any increase in wages will necessarily increase the price of coal to the public, restrict its use and seriously affect the restrict its use and seriously affect the shillity of the industries using it as fuel to compete with the industries using bi-compete with the industries using bi-compete with the industries using bi-compete with the construction of the state of the serious coal, and will bear heavily on the work nen and necessarily oppress the general public and injure the general business of the country. Decause of the injury to the mines by the strike of the lightest paid of any newspaper staff is the highest paid of any newspaper staff in the world. They are at work in every quarter of the globe and the best products of producing coal has been greatly in-

READING ANSWERS MITCHELL. creased and a temporary advance in price was made by this company, but it will be impracticable to continue such increase when mining operations become normal.

WEIGHING OF COAL. "Eighth—This company, replying to the third demand, says: That it has had no disagreements with any of its employees about the weighing of coal. The quantity is usually determined by measurement; that when coal is mined by the ton it is customary and necessary to make allow-ances for slate and impurities. But this company does not mine by the ton. It denies that there is anything unreasonable or unfair in the method it has practised in arriving at the measurement of the coal

WHAT THE UNION HAS DONE. "Ninth-This company, replying to the fourth demand, says that the United Mine Workers of America are primarily a bituminous coal organization; that biof America in the anthracite fields the business conditions in the anthracite mines have become intolerable, the output of the mines has decreased, discipline has been destroyed, strikes have been of almost daily occurrence, men worked when and as they pleased, and the cost of mining

to get such employees to join, and failing in such, shall have full power to suspend operation at such collieries until such em-ployees become members of the organiza-

STRIKE OF THE PUMPMEN. "Subsequently, to wit, on May 12, the United Mine Workers of America inaugurated a strike, and by threats and intimida-tion caused a suspension of work at all mines. Under date of May 21 they issued a formal official order requiring all pumpmen, firemen, and engineers to desert their posts of duty, with intent to force submission to their unjust demands by the any migdestruction of the mines. By threats and before. violence they tried to prevent other men from taking the places of the firemen,

to prevent pumping of the mines to say them from destruction and to prevent non-union men from working. The situation of States w is well described in the proclamation of the Governor of the State of Pennsy!

Counsel a

*This company avers that these acts of intimidation, of maury to persons and property and disturbance of the public peace were contrary to the law of the land. COMMISSION'S JURISDICTION.

"This company, further answering, avers that the jurisdiction of this commission is limited to the conditions named in the statement of the coal company presidents. by virtue of which the commission was ap pointed, and that by express terms, as wel pointed, and that by express terms, as well as by necessary implication, the investigation is confined to matters affecting its employees, and excludes the United Mine Workers of America from any part or recognition in the proceedings, recommendations or decisions of this commission.

"Further answering, it says that if and when a labor organization, limited to workers in anthracite mines, is created which shall obey the laws of the land, respect the right of every man to work whether he

the right of every man to work whether he belongs to a union or not, and shall honestly cooperate with the employers in securing good work, efficiency, fair production and necessary discipline, trade agreements

And, further answering, the company nate against workmen belonging to the United Mine Workers of America, or any law-abiding people should, but that the company will at any time employ any per-son it sees fit, and will not permit any labor organization to limit the right of employ-ment to the members of its organization. Respectfully submitted.

"The Philadesphia.
From Company,
"By George F. Baer, President,
"JOHN F. WHALEN Counsel."
"S. P. WOLVERTON Counsel."

STRIKE COMMISSION MEETING. Testimony to Be Taken in Scranton and in Philadelphia.

SCIANTON, Pa., Nov. 11.-Carroll D. Wright and Assistant Recorder Moseley of the coal strike arbitration commission, are expected to arrive here to-morrow to arrange the sittings of the commission in this city. The pteliminary arrange-ments have been made by Thomas H

The headquarters of the commission will be at Hotel Jermyn, but the session will take place at the Superior Court room at the court house. Judging from the arrangements that are being made the the taking of testimony in Scranton for about ten days. A corps of stenographers has been engaged. The only other place where testimony will be taken will be in Philadelphia, where the operators undoubtedly will be called to give their side of the case.

of the case. WILKES-BARRE, Pa., Nov. 11.—President Mitchell to night refused to discuss the answer of President Baer of the Philaanswer of President Baer of the Philadelphia and Reading to his statement of demands. He is hard at work with fifteen assistants compiling statistics, treating each feature of the demands in detail, comparing the wages here with those in the soft coal region, the cost of living at the present time with that of five years ago, the profits of the companies, the difference in wages in different parts of the ence in wages in different parts of the agree region for the same kind of work and the plaint

earning capacities of men in other work of a similar nature, "We can show," said an operator, "that "We can show," said an operator, "that the mine workers are better paid than any other class of labor in the country."

Some of the operators will present the exact number of hours spent in the mines running full time. The output is entirely dependent on the quantity of coal a certified miner is willing to cut daily, and because of this it is seldom practicable to work the full breaker time.

"In general, we deny that, in so far as they relate to authracite mining," the ten-How long it will take to present the mine workers' side of the case President Mitchell cannot tell. Besides the general evidence a number of witnesses will be heard, mine

Turns State's Evidence in a Non-Union Miner's Murder. WILKES-BARRE, Pa., Nov. 11. Paul Tom-

chek, one of five men accused of the murder of Daniel Sweeney, a non-union worker at the Bliss mine, startled the defence to-day by volunteering to go on the stand and testify for the prosecution. He told how he had seen John Smith, who is being tried first, Mile Yusko and Mike Yuskis attack and kill the man. Attorneys for each of the men accused tried to shake his tes-timony, but falled

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ANSWER OF NORTHERN PACIFIC!

IN COMPLAINT AGAINST NORTH-ERN SECURITIES COMPANY.

A General Dental of Charge of "Unlawful Combination and Confederacy" and That a Monopoly Has Been Created Answer Filed in Supreme Court

WASHINGTON, Nov. 11.-The answer of the Northern Pacific Railway Company to the bill of complaint of the State of Washington in the case of that State against the Northern Securities Company was filed to-day in the United States Supreme Court. The brief is signed by General Counsel Bunn of the Northern Pacific company and of unlawful combination and confederacy

wherewith it is charged." The reply takes up in sequence the various charges in the bill of complaint and denies them severally. To the allegation that much of the land granted by Congress to the Northern Pacific is not reached by as they pleased, and the cost of mining has been greatly increased.

"At the Shannokin convention of the United Mine Workers of America, referred to in the statement, it was resolved: That the United Mine Workers at any colliery, when the employees refused to become members of the organization and wear the button, the local governing such colliery, after using all persuasive measures to get such employees to join, and failing the roads through the stiffing of competition would deprive those lands of railroad facilities which would otherwise come to them, counsel denies that the formation of the Northern Securities Company will have any effect upon those land and will not prevent or defer the construction of branch roads to bring them into the branch roads to bring them into the market.

Admitting that great quantities of merchandise are shipped over the Northern Pacific and Great Northern roads, the reply denies that competition between these roads was any sharper or more active or more productive of lower freight or passenger rates before the organization of the Northern Securities Company than it has been since and denies that the rates are any higher now or will be in the future than

have already been greatly reduced and will continue to be lower than those alleged to have been secured by the sharp and active competition set forth in the bill of com-

It denies that the two roads, except for a few points, were competing lines between the State of Washington and St. Paul Minn., and denies that there has been any change since the formation of the Northern Securities Company in the manner or extent of the competition at the excepted points or at those points in the State of Washington named in the bill, and declares the competition will continue in the future. The bill also denies that these roads are the only lines connecting the northern ties of States with the Pacific, as was charged

vania, to which we beg to refer as part of this answer.

THE UNION A LAWBREAKER.

Counsel avers that James J. Rin, E. H. Harriman, H. McK. Twombly, Samuel Roe and William Rockefeller were not, as charged in the bill, members of the board of directors Counsel avers that James J. Hill. E. H

and wiman Rocketeller were not, as charged in the bill, members of the board of directors of the Northern Pacific in April, 1901, or that Hill was a member at the time the bill was filed. He also denies that J. Pierpout Morgan or any one representing him owned or possessed or controlled upward of 85 per cent, of the capital stock of the Northern Pacific company.

The answer admits the joint purchase by the Northern Pacific and Great Northern companies of 98 per cent, of the capital stock of the Chicago, Burlington and Quincy road, but denies that the bonds issued in payment of the stock was in contemplation of placing the lines under a common source of control and denies that the joint ownership or control of the Burlington road has ever been vested in or exercised by the two companies.

ompanies. In denying that the Northern Securities Company was organized for the purpose of acquiring the stock of the Northern Pacific and Great Northern roads and effecting their consolidation, counsel ad-mits the retirement of the Northern Pacific preferred stock at par bythe issue of \$75,000. 000 bonds since converting into common stock, and that holders of common stock got a preferential right to purchase these bonds in proportion to their holdings. The company's counsel says, further that it is advised and believes that the Northother labor organization, so long as they perform satisfactory work and behave as shares of its own stock at par, but to the best of defendant's knowledge and belief has with this exception not offered or sought as charged, to purchase any stock of either the Northern Pacific or Great Northern companies in exchange for its own shares. The Securities company bowever de-The Securities company, however, de-fendant is informed, has purchased for cash a large amount of stock of both these com-panies and other railroad companies. panies and other railrond companies.

Counsel denies flatly the charge in Section 10 of the bill of complaint that J. Pierpont Morgan and his associates have assigned and delivered to the securities company 98 per cent. of the Northern Pacific stock, and James J. Hill 75 per cent. of the Great Northern stock, and that the securities company is voting all of those stocks, has, in effect, consolidated the two companies and is operating them under a single man-

agement, thereby creating and perpetuating a monopoly in restraint of trade and Commerce.

To the charge that for the purpose of concealing the real scope of the consolidation a large amount of Great Northern stock had not been transferred to the s curities company, counsel enters a general denial, but says he believes that every transfer to that company of Northern Pacific or Great Northern shares was absolute, and that the former holder thereupon ceased to have any interest therein A general denial is entered against Sec-tion 12, which charges a complete merger of the stock of the two roads into the securities company, the effect of which is to pool their earnings and promote their in-terests at the expense of the public by removing the incentive for competition. On information and belief counsel denie that there was any agreement between James J. Hill and J. Pierpont Morgan or James J. Hill and J. Pierpont Morgan or between them or others that the first board of directors of the securities company should be named by Morgan and approved by Hill, or that the latter was elected presi-dent and the board of directors chosen was in furtherance of any such plan, or was had pursuant to the pretended illegal agreement or scheme alleged in the com-plaint.

and is operating them under a single man

The Northern Pacific company, counsel asserts, is not informed whether, as charged, J. J. Hill and his associate directors and officers of the securities company own and control a majority of the stock of the latter company, but he denies that the securities company has at any time, in any manner whatever, dictated the policy or management of the Northern Pacific road, or has ever dictated or managed. or has ever dictated or managed its business or practice, or determined or enforced freight or passenger rates on any of its lines, or the manner or means of handling its freight or passenger busi-

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ness. So far as defendant knows or be-lieves, it has no purpose of so doing.

The answer also denies that a monopoly in railway traffic in the State of Washing-ton or eisewhere has been created by the alleged consolidation, or that the citizens of that State have been deprived of the competition in transportation rates. The Northern Securities Company, it alleges, is not a carrier or a railway company within the meaning of the constitution or laws of the State of Washington, and it is de-nied that the acts complained of violate or evade the laws of the land or of that State. ness. So far as defendant knows or be Geod Musle.

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Carnegie Hill Hotel Madison Av. & 92d St. Musle Counsel asks that the court dismiss the

CRAZED BY STOKE ROOM HEAT. Fireman Leaps Overboard From the Kron-

prinz and Is Lost. Josiah Greich, a fireman aboard the North Jerman Lloyd steamship Kronprinz Wilhelm, which arrived yesterday, jumped verboard on Monday while the liner was off Nantucket. Life buoys were thrown after Greich and the ship was stopped and cruised around nearly an hour. The fire-man was seen only for a few seconds after he struck the water. The purser said Greich was suffering from "stoke room madness."

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Cafe Martin

Cafe Martin

Cafe Martin

Signature

Cafe Martin

Music

Albert Hersye

Props

Motel Lafevotte

Albert Levy

Cafe Martin

Cafe Martin STUAMBOATS. Motel Lafayette (Tdh. dinner, 31.21.
Old Hotel Martin. Also service a in carte.
UniversityPl. & 9th st. Also service a in carte.
Cafe Boulevard 4d. Ave. & 10th St. Ale. & Hotel Roland with street, between with street, between Park and Madison Aves.

Mouquin's The New Cafe Sund Research of the Ave.
Burns' World Renowned Rest. 45th Ave. & 6th Ave. Also persistes delicaces of the season. Good music. Jack's 43d St. & 6th Ave. (Noted for shell-father) Standard of Excellence. Service a in carte.

The Circle. 55 St. & S. A. & Reiganwahar's N. R., d. Spring St., week days only at 6:00 P. M. Steamers MAINE and NEW HAMPSHIRE.

NORWICH HANE, via New London. Lve. Pier 36, N. R., ft. Spring St., week days only, at 5:30 P. M. STEVELLEY OF LOWELL and CITY OF WORCESTIR. SPECIAL OF MAINES LINE, for New Haven, Bartford, Springheid and the North. Leave Pier 25, E. R., foot Peck Silp, week days only, at 4:30 P.M. Steamer CHESTER W. CHAPEN.

JOY \$1.25 to Providence. LINE First Class Service. Fast and elegant Steamers leave New York

daily excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catharine St. CENTRAL HUDSON BOATS. FOR NEWBI-ROH, POI GHINEEPISIE and RON-DOUT from Franklin St. week days except Satur-days at 4 P. M. Saturdays 1 P. M. FOR NEWBU RGH, CRÂNSTONS, WEST POINT, COLD SPRING and CORNWALL, week days at 5 P. M. Sundays from Franklin St. at 9:39 A. M. W. 129th St. at 10:50 A. M.

Albany Evening Line ROUND TRIP \$2.50. ADIRONDACK or DEAN RICHMOND leaves Pier 32, N. R., foot Canal St., at 6 P. M., week days only, direct connections with express trains for points North, East and West.

Catskill Evening Line.

Boats for Catskill, Hudson, Coxsackle and the usual landings, every week day at 6 P. M., from Pier 13, N. R.

TROY BOATS "Saratoga" or "City of Troy" leave West 10th St. Pier daily only all points North and East. SUNDAY STEAMERS TOUCH AT ALBANY.

RAILROADS. Pennsylvania

RAILROAD. STATIONS foot of West Twenty third Street and Destrosses and Cortlandt Streets.

19 The leaving time from Bestrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

2.55 A. M. FAST MAIL —Limited to two Buffet Parlor Cars New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

 18.5 A. M. PAST LINE.—Philsburg and cleveland.
 19.55 A. M. PENNSYLVANIA LIMITYD.—Puljman Compartment Siceping. Diring. Smoking, and Observation Cars. For Chicago, Cleveland. Toledo. Cincinnati. Indianapolis. Louis. Ville. St. Louis.
 19.55 P. M. THE PENNSYLVANIA SPECIAL—20-hour train to Chicago. Pullman Observation. Drawing-room Siceping. Dining, and Buffet Smoking Car.
 19.55 P. M. CHICAGO AND ST. LOUIS EXPRESS —For Toledo, Nashville (via Cincinnati and Louis - For Toledo, Nashville (via Cincinnati and Louis ville), Indianapolis, Chicago, St. Louis, Dining Car.
5:55 P. M. ST. LOUIS EXPICESS.—For Pittsburg
5:55 P. M. ST. LOUIS EXPICESS.—For Pittsburg 5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Welen, W. Va. cvla Shenandoah Valley Route).
5:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland and Cincinnati.

LEHICH VALLEY.
Foot of West 23d A. Cortlandt and Desbrones Sta. B.
Daily, *Except Sunday. Sunday changes: e12.25.
d12.45. e7.15. p5.25. e6.45. x5.45.

To West Indies \$175 up. WASHINGTON AND THE SOUTH. 7.55, 8.25, 9.25 (Dining Car), 10.10 (Deshrosses and Cortlandt Streets, 19.29 (Dining Car), 10.55 (Dining Car), 20.54 (Dining Car), 20.55 (Dining Car), 20.55 (Dining Car), 20.55 (Dining Car), 20.57 (Dining 12.10 night dally. ATLANTIC COAST LINE. - Express 9.25 a. m. and

Itinerary. New York to Nassau (where tourists from the South can join the vessel), Havana, Santiago, Jamaica, Curacao, Grenada, St. Vincent, Martinique, St. Thomas, Porto Rico, and Bermuda. 9.25 p. m. daily. SFAROARD AIR LINF RAILWAY—"Florida and Metropolitan Limited." 12.55 p. m. daily. Express 12.10 night daily. NORFOLK AND WESTERN RAILWAY—For Mem-Metronolitan Limited." 12.55 p. m. daily. Express 12.10 mlght daily.

NORPOLK AND WESTERN RAILWAY—For Memphis and New Orleans, 325 p. m. daily. CHESAPEAKE, & O'HIO RAILWAY—7.55 a. m. week days, 12.55 and 4.55 p. m. daily. CHESAPEAKE, & O'HIO RAILWAY—7.55 a. m. week days, 12.55 and 4.55 p. m. daily. ATLANTIC CUTY. 9.55 a. m. through Vestibuled Trains. Bufet Parlor Cars and Standard Coaches on week days. Parlor Simobing Car, Parlor Cars, Dhing Car and Standard Coaches on Sundays. CAPE MAY.—12.55 p. m. week days. Por points on New York and Long Branch Railroad (from West Twenty third Street Station). 8.55 a. m. 12.10.325. 4.10 and 4.55 p. m. week days. Sundays. 9.25 a. m., 4.55 p. m. (from Desbrosses and Cortlandt Streets, 9.00 a. m., 12.20.3,104.20, and 5.10 p. m., week days. Sundays, 9.45 a. m., 5.15 p. m.)

6.10 (Desbrosses and Cortlandt Streets, 6.20), 7.25, 7.55, 8.25, 8.55, 9.25 (Dining Car), 9.55 (Penna Limited). 10. Desbrosses and Cortlandt Streets, 10.20 (Dining Car), 10.55 (Dining Car), 11.55 a. m. 12.55 (Dining Car), 10.55 (Dining Car), 12.55 (Dining Car), 3.55, 4.25 (Dining Car), 2.55, 3.25 (Dining Car), 3.55, 4.25 (Dining Car), 3.55, 4.25 (Dining Car), 3.55 (Dinin FOR PARTICULARS APPLY TO THE

HAMBURG-AMERICAN LINE, 35-37 BROADWAY.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH, CHERBOURG, BREMEN, ronprinz, Nov.18, 8 AM. | Kalser ... Jan. 6, 10 A.M. alser ... Dec. 2, 10 A.M. | Kronprinz, Feb. 10, 10 A.M. ronprinz, Dec. 13, 2 P.M. | Kalser ... Feb. 24, 10 A.M. OELRICHS & CO. 5 BROADWAY, N. Y.

JAPAN-CHINA Hawaii and Philippine Islands.

PACIFIC MAIL S. N. CO.

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TOVOKINEF KAISHA.

Between San Francisco, Honolulu, Vokohama,
Kobe, Nagasaki, Shanghal and Hong Kong.

Steamers leave San Francisco at 1 P. M.

Hongkong Maru. Nov. 23 Dorie.

Hongkong Maru. Dec. 11

China. Pec. 31 Nippon Maru. Dec. 19

For freight, passage and general information
apply at 349 Broadway or 1 battery Place, Washington Bld'g, and 287 Broadway, N. Y. City.

ANCHOR LINE Glasgow, Via Fro a Pier 54, North River, foot of West 24th st. Columbia Nov. 15, 3 PM Furnessia Dec. 6, noon Astoria Nov. 29, noon Columbia, Dec. 13, 3 P.M. First Ssicon, \$50 and upward Second saloon, 35, and up; 34 class, \$26 and up HENDERSON BROTHERS, 17 and 12 Broadway A Liberal Education and a Benediction

are the Church's best gift to its sons. Every father who teaches his children to read TEE SUN gives them an education and a blessing, —Adv.

NEWYORK

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

RAILROADS.

Trains arrive and depart from Grand Centra Station, 42d street, New York, as below:
North and westbound trains, except the leaving Grand Central Station at 3:15, 8:30, 11:30 A. M., 21:5, 3:30, 9:15, 11:30 P. M., will stop at 125th St. to receive massengers, ten minutes after leaving Grand Central Station.
All so submound trains, according to the statement of th Station without trains, except the "20th Century" Fimpler State Express" and Nos. 36 and stop at 125th St. ten minutes before their time at Grand Central Station.

1. M. 4 JINNIGHT EXPRESS.—Due Burfalo, 415. Nigarar Falls 5:02 P. M.

2. M. + EXPOSITION FLYER.—Due Burfalo, 4:15. Nigarar Falls 5:02 P. M.

3. M. + EXPOSITION FLYER.—Due Burfalo 1:15. Cleveland 4:45. Indian apolts 11:45 P. M., Chicago 7:10, St. Louis 7:20 next morning. 3.15 M. *SYRACUSE LOCAL.-Steps at Important stations.

M. 12MPIRE STATE EXPRESS.
M. 12MPIRE STATE CONTROL OF THE MARKET MALE.
M. 12MPIRE STATE S 10.30 11.30 M. "RUTLAND EAPIGS." Due Rutnd 7:55 P.M.
M. "RUFFALO LIMITED.—Due Butlo 11:00 P.M. Niagara Falls 12:28 A.M.
M. "SOUTHWESTERN LIMITED,
ue Chelmant 10:20, Indianapolis 11:30
M. S. LOUIS 6:35 P. M. next day.
M. "CHICAGO LIMITED.—24 hours. 1.00 1.00 . M. - CHP AGO LIMITED. - A BOURS CHICAGO VIA LARE SHORE 27 VIA M C. M. - The 20th CENTURY LIMITED. O hour train to Chicago VIA Lake Shore, dectric Lichts and Fans.

M. - ALBANY AND TROY PLYER. - Unc Albany 6-49. Troy 7-90 P. M.

M. - ALBANY AND TROY EXPRESS. 2.45 3.30 3.35

dianapolis 3:10, Chicago 4:30, 34, 45 P. M., next day, M.—WESTERN EXPRESS, 28 hours Chicago via both L. S. and M. C. M.—MONTREAL EXPRESS, via D. €.00 6.00 to Chicago via both L. S. and M. C.
6.35 P. M.— MONTREAL EXPRESS, via D.
7.30 P. M.— ADIRONDACK AND MONTREAL EXPRESS.
8.00 P. M.— ADIRONDACK AND TORONTO SPECIAL.—Due Hufalo 7.25 A. M., Niagraf Falls 8.23, Toronto 19.59 A. M., Special. Mall Limited.—
9.15 P. M.— SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
9.20 P. M.— SOUTHWESTERN SPECIAL.—Due Chichmat 7.59, Indianapolis 10:10 P. M., St. Louis 7.30, second morning.
9.30 P. M.— PACIFIC EXPRESS.—Chicago 34 hours by M. C., 33 hours by Lake Shore. P. M., St. Louis 7.30, second morning.

9.30 P. M., "PACIFIC EXPRESS.—Chicago
34 hours by M. C., 32 hours by Lake Shore,

11.30 P. M.—NORTHERN NEW YORK EXPRESS.—Cape Vincent, Ordensburg, &c.
"Daily: Except Sunday, Except Monday,

9.08 A. M. And RILEM DIVISION.

9.08 A. M. And 3.36 P. M., Daily, except Sunday, to
Pittsfield and North Adams, Sunday at 9.20 A. M.
Pullman cars on all through trains.
Trains illuminated with Pintsch light.

Ticket offices at 113, 261, 415 and 1216 Broadway;
25 Union Sq., W.; 275 Columbus av., 133 West 125th

st., Grand Central Station, 125th st. station and
158th st. station, New York; 38s and 726 Fulton st.,
and 106 Broadway. E. D., Brooklyn.

Telephone, "900 38th street" for New York Central Cab Service. Baggage clicked from hotel
or residence by Westcott Evyress Company.

NEW YORK CENTRAL ROUTE NEW YORK, BOSTON AND NEW ENGLAND

BOSTON AND ALBANY RAILBOAD. (New York Central & Hudson River R. R., Lessee)
Trains leave Grand Central Station, Fourth avenue and 12d street, New York, as follows:
18:00 A. M., 112:00 noon, *4:00 P. M., *11:00 P. M.,
atrive at Boston 3:30 P. M., 5:40 P. M., 10:00 P. M.,
6:15 A. M.
Leave Boston 19:00 A. M., 112:00 noon, *4:00 P. M.,
10:00 P. M., arrive New York 3:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 4:5
and 12:16 Broadway, and at Grand Central Station,
A. H. SMITH.
General Superintendent. General Passenger Agent,

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R. Lessee). Trains leave Frankin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R. - 7.10 A. M. - For Interm. points to Albany. 111.20 A. M. - (I) Saratoga & Molawk Exp. 11.20 P. M. - (Dieago Express. 2.25 P. M. - (20 Tor Hudson River Points & St. Louis. 3-45 P. M. - (2) For Hudson River Points & Albany. 16.00 P. M. - For Roch. Bufalo, Cieve'd & Chicago. 17-45 P. M. - For Roch. Bufalo, Cieve'd & Chicago. 17-45 P. M. - For Syra, Roch. Niag. Fails, Det. & Chi. Dalis. 15.10 pt. 19.10 pt. 19

perintendent. Gen New York and Boston All Rail.

N. V., N. H. & H. R. R. and connections.

From Grand Central Station.

Leave. By way of Duc.

\$8:00 A.M., Hartford and Willimantic, 2:00 P.M.,
10:00 A.M., Springfield and Worcester, 3:30 P.M.,
10:00 A.M., "New London and Providence, 4:30 P.M.,
10:00 M. Springfield and Worcester, 5:40 P.M.,
10:00 M. Springfield and Worcester, 5:40 P.M.,
10:00 P.M., "New London and Providence, 6:00 P.M.,
10:00 P.M., "Springfield and Worcester, 10:00 P.M.,
10:00 P.M., "Springfield and Worcester, 10:00 P.M.,
10:00 P.M., "New London and Providence, 6:15 A.M.,
10:00 P.M., "New London and Providence, 6:77 A.M.,
10:00 P.M., "New London and Providence, 6:57 A.M.,
10:00 P.M., "New London and Providence, 6:50 P.M.,
10:00 P.M., "New London and Providence, 8:50 P.M.,
10:00 P.M., "New London and Providence, 8:50 P.M.,
10:00 P.M., "New London and Providence, 8:50 P.M.,
10:00 P.M., "New London

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier).

EASTON, BETHLEHEM, ALLENTOWN AND
MAICH CHUNK 24:00 (7:15 Easton only),
9:10 A. M., 120, 4:40, 5:20 (5:45 Easton only) P. M., WILKESBARRE AND SCRANTON - 24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M. LAKEWOOD, TOMS RIVER AND BARNE-GAT - 24:00, 9:40 A. M., 1:30 (3:40 Lakewood only), 4:30 F. M. Sundays, 10:00 A. M. VIELAND AND BRIDGETON—124:00 A. M., 11:30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 3:33, 4:45, 5:30, 6:30 P. M. Sundays, except Ocean Grove, 0:00 A. M., 4:00 P. M.

PHILADELPHIA (BEADING TERMINAL)—21:25, 17:90, 18:90, 19:00, 10:00, 11:00 A. M., 112:00, 19:00, 19:00, 11:30 A. M., 12:00, 10:00, 11:30 A. M., 12:00, 13:40, 5:00, 77:00, 19:25 P. M., 12:15 Mdt. P. M. 12-15 Mdt.

READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT 14:00, 24:25, 18:00, 199:10
(10:10, 11:00 A. M. Reading only), 181:00, 1:20, 72:0
P. M. Rending, Pottsville and Harrisburg only
15:00 P. M.

ROYAL BLUE LINE.

FOR BALLIMORE AND WASHINGTON—
18:30, '10:30, '11:30 A. M., '1:00, 2:00, 1'3:40, '\$:00,
'7:00 P. M., '12:15 Midt.
2From Liberty Street only. 'Daily, 'Daily, except Sunday. gSunday only. 'Parlor cars only.
IV:a Tamaqua.
O'Mees: Liberty St. Ferry. South Ferry, 6 Astor
House, 113, 261, 434, 1300, 1354 Broadway, 182 5th
Ave., 25 Union Square West, 133 East 12:5th St.,
273 West 12:5th St., 243 Columbus Ave., New York,
273 West 12:5th St., 243 Columbus Ave., New York,
4 Court St., 244, 800 Fulton St., Brooklyn; 98 Broadway, Williamsburg. New York Transfer Co., calls
for and checks baggagg to destination.
W. G. BESLER.
General Manager.
General Passenger Agent.

BALTIMORE & OHIO RAILROAD. Leave N. V. City, South Ferry, Liberty St. Chicago, Pittsburg. 12.10 ngt. 12:15 ngt. Chicago, Columbus. 12:55 pm. 11:00 pm. Limitsburg. Cleveland. 3:35 pm. 3:40 pm. Limitsburg. Cleveland. 3:35 pm. 3:40 pm. Limitsburg. Limited. 5:55 pm. 12:00 pm. Buffet. Cluchmant, St. Louis. 19:25 am. 10:30 am. Diner. Cluchmant, St. Louis. 10:25 am. 10:30 am. Diner. Cluchmant, St. Louis. 10:25 pm. 11:00 pm. Diner. Norfolk. 12:35 pm. 11:00 pm. Diner.

ROYAL BLUE TRAINS.

Washington, Balto... 18:25 am... 18:30 am. Buffet. Washington, Balto... 19:25 am... 10:30 am... Diner. Washington, Balto... 11:25 am... 11:30 am... Diser. Washington, Balto... 12:35 pm... 13:00 pm... Diner. Royal Limited... 12:35 pm... 3:30 pm... Diner. Washington, Balto... 12:35 pm... 5:30 pm... Diner. Washington, Balto... 12:10 ngt... 12:15 ngt. Sleepers Washington, Balto... 12:10 ngt... 12:15 ngt. Sleepers Washington, Salto... 12:10 ngt... 12:15 ngt. Sleepers Dally... 13:21, 434, 1300 Broadway, 6 Astor House, 25 L'nion Square W. 381 Grand Street, N. Y.: 343 Fulton Street, Brooklyn; Whitehall Terminal and Liberty Street. Baggage checked from hotel or residence to destination.

Lackawanna Railroad. Leave New York, foot Barelay and Christopher sts. 18:09 A. M.—For Bingiasmton and Syracuse.

10:09 A. M.—For Buffalo, Chicago and St. Louis.

11:00 P. M.—For Buffalo and Chicago.

11:00 P. M.—For Seranton and Plymouth.

11:00 P. M.—For Buffalo and Chicago.

11:00 P. M.—For Buffalo and Chicago.

11:00 P. M.—For Chicago—Siecepers open 9 P. M.

Tickets at 113, 429, 1183 Broadway, N. Y., 338

Fulton st., Brooklyn. *Dally. *IFacept Sunday.*